

PedalPalooza, ALIVE, Green City!

Draft 1

On Sunday September 20, 2015. Citizens and Organizations from all around the city of Corvallis, Oregon came together to Celebrate Human-Powered Transportation. Tables, booths and gadgets lined the riverfront, sparking conversations on Bicycles and Sustainable Design, there was even a pedal powered blender offering smoothies!



The Skies were blue with few clouds on the horizon, It was noon and PedalPalooza had officially begun. I stood on the Downtown Corvallis 1st Street Riverfront while pedicabs and ice cream whizzed past, my attention was focused on an 'Organic Transit' Solar and Pedal hybrid Single Transporter sitting on display, 'the most efficient vehicle on the planet', 'gets the equivalent of



Gallon.'

At one of the tables that lined the street sat David Bella, he greeted me with a smile as I tried to understand the theme of his booth -

'Are Cars the New Tobacco?', An article he directed me towards, published in the June 2012 Journal of Public Health, reading, 'Private cars cause significant health harm. The impacts include physical inactivity, obesity, death and injury from crashes, cardio-respiratory

disease from air pollution, noise, community severance and climate change. The car lobby resists measures that would restrict car use, using tactics

Are cars the new tobacco?

similar to the tobacco industry.' 'Car dependence is a potent example of an issue that ecological public health should address. The public health community should advocate strongly for effective policies that reduce car use and increase active travel.' I thought the article made sense, but knew that cars play a much more crucial part in our daily lives than tobacco ever did, so how should we go about addressing this very serious collective health concern?

'The ALIVE Proposal', sat in the middle of David's table 'Toward a More Walkable and Less Car-Dependent Future', signed by a Corvallis Engineer, Anthropologist, Economist and the former Mayor of Corvallis. I personally could not think of a more earnest and civil minded group of people to propose what I read and

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understood to be quite a novel idea; shifting future land use and development patterns to: clustered no car communities with :

- Walkable access to services and public gathering places
- Light Rail Service to Campus, City, Trail Heads, Shopping, and other destinations, and
- Surrounding open space

to gain the support of the community for a fun opportunity and transition into a future ALIVE with exciting possibilities; to actively join in on the progress of improving our community

space, common health and place-based identity.

Further research into the topic confirms David's warning's, that "While alternative energy sources and technological improvements for the modern car seem like a solution, even if we manage to cut the pollution in half [mpg efficiency doubles], by then the population growth [*Figure 2-7*] and resulting increase in magnitude of energy expenditure [based on a constant near *40-Mile average Daily Person Commute* from '95-'09 (*Table 2-2*)], will not result in a full reduction of the co2 but only a fraction of reduction in co2 *emissions*, not solving the global warming crisis only minimally slowing the ever-increasing co2 'bank', and that's before taking into account the major Global-Warming-Contributing Factory costs involved in the production of the cars!"

The answer isn't in inventing more efficient fuel driving vehicles, but in redesigning the common transportation paths and modes used for intercity travel, communication and business; to be less intrusive to the well-being of the everyday citizens and more suited for the overwhelming majority of 'single-passengers'. As seen Table 2.5' from 2000-2013, the number of personal drivers who drive self increases 8.8% (*Passenger Travel Facts and Figures, US Department of Transportation, 2015*), and more people have cars, and more people drive themselves, taking up more than necessary space and resources, affecting the community's collective health.

Table 2-2 Average Daily Person-Miles of Travel by Age and Gender: 1995, 2001, and 2009

Age	Total		
	1995	2001	2009
Total	38.7	40.2	36.1
Under 16	25.0	24.5	25.3
16 to 20	36.4	38.1	29.5
21 to 35	46.0	45.6	37.7
36 to 65	45.1	48.8	44.0
Over 65	24.4	27.5	24.0

Age	Men		
	1995	2001	2009
Total	43.9	45.0	40.9
Under 16	23.7	24.6	27.2
16 to 20	37.6	34.1	28.2
21 to 35	51.3	49.8	40.5
36 to 65	53.2	57.7	50.9
Over 65	31.7	32.9	30.5

Age	Women		
	1995	2001	2009
Total	33.8	35.7	31.5
Under 16	26.2	24.4	23.3
16 to 20	35.0	42.5	31.0
21 to 35	40.8	41.5	35.0
36 to 65	37.5	40.4	37.0
Over 65	19.2	23.5	19.3

NOTES: All tables reporting totals may include unreported characteristics. 2001 data excludes persons aged 0 to 4 because this age group was not included in the 1995 and 2009 surveys.

SOURCES: 1995-U.S. Department of Transportation, *National Passenger Travel Survey* and 2001 and 2009-U.S. Department of Transportation, *National Household Travel Survey* as cited in U.S. Department of Transportation, Federal Highway Administration, 2009 *National Household Travel Survey Summary of Travel Trends*, table 14, latest data available at nhts.norht.gov/2009/public/stt.pdf as of March 2015.

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Table 2-5 Commuting by Mode of Transportation: 2000, 2010, and 2013

Thousands of workers

	2000		2010		2013		Change, 2000 to 2013	
	Number	%	Number	%	Number	%	Number	%
Total	128,279	100	136,941	100	142,962	100	14,683	11.4
Personal vehicle, total	112,736	87.9	118,124	86.3	122,664	85.8	9,928	8.8
Drives self	97,102	75.7	104,858	76.6	109,277	76.4	12,175	12.5
Carpool, total	15,634	12.2	13,266	9.7	13,387	9.4	-2,247	-14.4
2-person	NA	NA	10,294	7.5	10,266	7.2	NA	NA
3-person	NA	NA	1,733	1.3	1,824	1.3	NA	NA
4+ person	NA	NA	1,239	0.9	1,297	0.9	NA	NA
Public transportation	6,068	4.7	6,769	4.9	7,393	5.2	1,325	21.8
Taxicab	200	0.2	151	0.1	161	0.1	-39	-19.6
Bicycle	488	0.4	731	0.5	882	0.6	394	80.6
Motorcycle	142	0.1	267	0.2	296	0.2	153	107.6
Walks only	3,759	2.9	3,797	2.8	4,000	2.8	241	6.4
Other means	901	0.7	1,178	0.9	1,337	0.9	435	48.3
Works at home	4,184	3.3	5,924	4.3	6,229	4.4	2,045	48.9

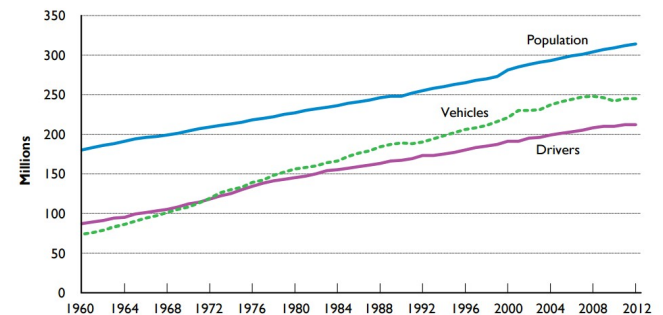
KEY: NA = not applicable.

NOTES: Mode of transportation is the principal means of transportation used most frequently to get from home to work. If more than one means of transportation is used each day, those surveyed were asked to specify the one used for the longest distance during the trip from home to work. Component values may not add to totals due to rounding.

SOURCES: 2000—U.S. Department of Commerce (USDOC), Census Bureau (CB), Decennial Census, *About Commuting (Journey to Work)*, available at www.census.gov as of March 2015. 2010 and 2013—USDOC/CB, *American Community Survey 1-Year Estimates*, as cited in U.S. Department of Transportation, Bureau of Transportation Statistics, *National Transportation Statistics*, table 1-41, available at www.bts.gov as of March 2015.

It wasn't until later contact i discovered that David Bella was an

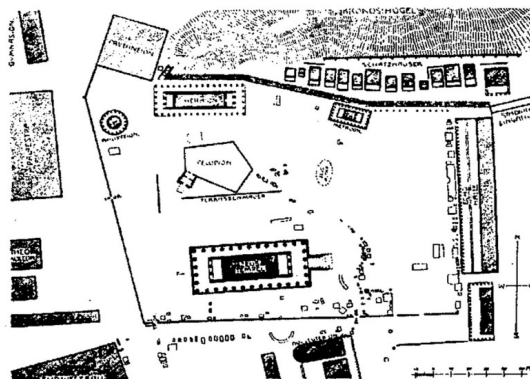
Figure 2-7 Licensed Drivers, Vehicle Registrations, and Resident Population: 1960–2012



SOURCE: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics 2012*, Chart DV-1C, available at www.fhwa.dot.gov/policyinformation/statistics/2012 as of March 2015.

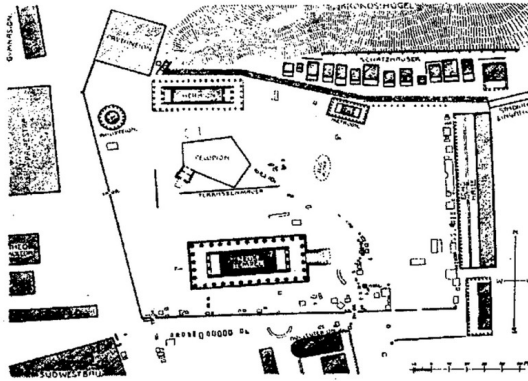
honored emeritus professor at Oregon State University employed by the Department of Engineering for 30 years, from 68-98 and held a focus on the analysis and application of systems theory, with a special interest in human systems. David Bella holds more than 1200 google scholar citations from dozens of publications made between 1967 with *'Finite Difference Modeling of River and Estuary Pollution'* to his most recent publication *'Seeing Systems in Healthcare Organizations'* in 2007). Bella is also known for his early 2000s proposal of a Wild Salmon National Park, which would involve the purchase of flood zones to be preserved as salmon habitat. Why protect salmon? They're only a keystone species,

It became a fun and creative game imagining a future integration of single passenger support vehicles, solar powered, pedal powered and collective trams as many of these energy efficient products are already on the market today. Minimizing footprint and foot space while opening the community up for greater awareness and health. It was Aristotle who said, "A city should be built to give it's inhabitant security and happiness."



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“Before determining the question in a positive manner, we state the principle that during the Middle Ages and Renaissance public squares were often used for practical purposes, and that they formed an entirety with the buildings which enclosed them. Today they serve at best as places for stationing vehicle and they have no relation to the buildings which dominate them.” *‘The Art of Building Cities’ Sitte, Camillo 1889, Lessons from the past* a modern renaissance*

(picture left, depicting the Plaza of Olympia)

The development of city spaces, for positive interaction and healthy social development, self-identification and active care-taking resulting in the highest degree of relationship: ‘mutual beneficiality’ - between the citizens and their environment. When one comes to realize that it’s been only within the past 100 years of modern development that the automobile has contributed to the decay of community life, an expansion of roads and the increasing monopoly of the oil industry over our state. It is not the product of any one evil but the result of a series of heritage associated and cultural systematic distortion of information, but due to the corruption of the gun trade and the global economy and the corruption of the transportation industry. Only within the past 100 years has the american military industrial complex controlled our food and energy supply. We no longer grow our own food as the shift to the midwest occurred during the first world wars and as a result rely on the oil monopolized transportation industry.

Hypertension, physio-spacial distortion,

I was invited to Pedal Palooza Last year by my employer and friend Francie O’shea, urban-farmer and manager of the local organic Soup biCycle delivery Business, fashioning the motto ‘delivered by bike, made with love.’ I was asked to help bike over the days equipment from the business shop to the event which was located just a few miles away on the Corvallis downtown riverfront. With fellow employee Jean-luc Devis, Francie and I jumped on our bikes enthusiastically and lugged A couple hundred pounds of tabling equipment and soups to feed the hungry masses that awaited!

Common safety laws and forward-thinking Green City sustainable designs that protect the citizens the environment and their future, have been proposed in the past (referencing North American Bioregional Congress, 1986 *‘The Biosphere and the Bioregion’*) these included but were not limited to;

- Renewable Energy initiatives, the modest proposal that all municipal buildings be demonstrations of



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renewable energy use.

Urban Planting/Gardening 'radical back-to-the-urban-landers and feeding the community

- Urban Wild Habitat suggestions to limit traffic to one-way and 'tear up one-half of each existing street', increasing habitat for other life, exposing native watercourses
- but have seen little modern development due to the long standing history of the state's relationship in the perpetuation of the culture of war, developing the modern military-industrial complex
- Recycle 85% of everything, establish small business bureaus and cooperative like in europe (pp88-89)

About a month later, in October of 2015 I signed up to be a cultural ambassador and head point for the CascadiaNow! Nonprofit, and as a result received a supply of tabling materials. The first event I found the opportunity to table at was the Eco Summit, in Ashland Oregon. I

Reference's

1. https://www.facebook.com/events/112385045776111/?active_tab=discussion, 'PedalPalooza Facebook Event Page'
2. <https://organictransit.com/> 'Organic Transit'
3. https://www.researchgate.net/publication/51162927_Are_cars_the_new_tobacco 'Are Cars the New Tobacco', *Journal of Public Health* 33(2):160-9 · June 2011
4. https://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/PTFF_Complete.pdf, 'Passenger Travel Facts and Figures 2015, Department of Transportation, Bureau of Transportation Statistics'
5. <http://scarc.library.oregonstate.edu/oh150/bella/biography.html> Bella, David, OSU Engineering Faculty, Biography
6. <https://scholar.google.com/citations?user=2YsDGIEAAAAJ&hl=en>, Bella, David, Google Scholar Statistics
7. <https://www.wildsalmoncenter.org/work/why-protect-salmon/> - Why Protect Salmon? Tedx Video
8. The Art of Building Cities (1889) written by Camillo Sitte
9. <http://www.sciencemag.org/news/2011/01/military-industrial-complex-fifty-science-societys-slave-or-master>
10. https://iaspub.epa.gov/tmdl_waters10/attains_watershed.control?p_huc=17090003&p_cycle=&p_report_type=T
- 11.

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The ALIVE Proposal

Lamprey

Video Reporting

David Bella Salmon Research

'Oregon. In the early 2000s, Bella proposed the creation of a Wild Salmon National Park, which would involve the purchase of flood zones to be preserved as salmon habitat'

(<http://scarc.library.oregonstate.edu/oh150/bella/biography.html>)

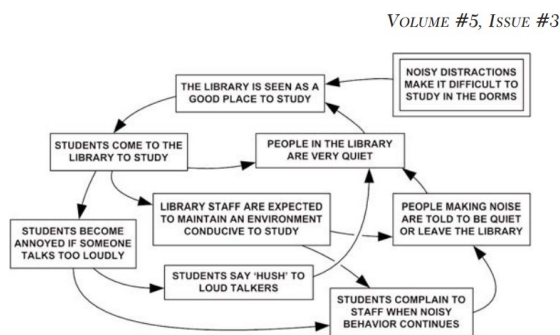
ordinary people, simply doing their jobs, and without any particular hostility on their part, can become agents in a terrible destructive process' milgrim quoted in 'emergence, bella david'
'to expose the character of contexts'

'outcomes that we consider harmful, distorting, and even evil can and too often do emerge from behaviors that are seen as competent, normal, and even commendable'

'We must attend to the contexts within which normal, well-adjusted people find good reasons for behaving as they do...

Pg 71 of 106, i recommend figures be drawn in 'better context' like the organism which they are, feeding points, motivations, modes of transportation, etc.

As you can see the circle work from most necessary, 'bare', necessities to larger ripples which extend into more actions and more plausible outcomes



To redefine the middle sections...

Noise and distraction are the input, they create the movement that leads to 'the library seen as a good place to study,' a reasonably objective perspective, maybe the library should be grafted as the organism, especially if all things are included there of.

Motivations should be seen as the product of reactants and residue as a response to external conditions, external conditions, external conditions should be represented by figures attempting to enter the library,

as molecules entering the bacteria cell, preparing for digestion or expulsion....

We approach the library as a homeostatic unit, complete and efficient, people are quiet, it's a good place to study , homeostasis is permitted

This is necessary because although not intended, your loops may imply being secure, one dimensional or 'closed', like 'students say hush to loud talkers is 'closed' to only equalling, resulting in 'people in the library are very quiet'

When infact there are multidimensional branchings to each new input, and the further we move from base necessities the more complex and harder to interpret the source problem which is sought after in order to find a lasting solution. the reality is that their are numerous results and context to be applied to each organism and reactants, and a subsequent prior context resulting in the natural foundation for each of those.

Not disagreeing, only clarifying, as i previously found it hard to understand and believe that a visual aid symbolically representing a cellular composition may prove beneficial when describing complex ideologies

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'not the specific behaviors of *particular students*, but rather the *context that sustains normal behaviors* as many students come and go' - understood an attempt to infer that judgment/condemnation to an individual is not necessary or even plausibly computable for most complex situations - ESPECIALLY WITHOUT UNDERSTANDING THE CONTEXT WHICH SUSTAINS NORMAL BEHAVIOR.

Key point being, the context which we have allowed ourselves to exist within needs to be inspected. Why? Because of improvements to design, the out of date software/residue and it's harmful effects on our mental and physical being.

CONTEXT CONTEXT CONTEXT

Creates man...

And this brings me to bring up 'constricting thought forms'

I asked mckenna what she thought of that and she said 'limited'

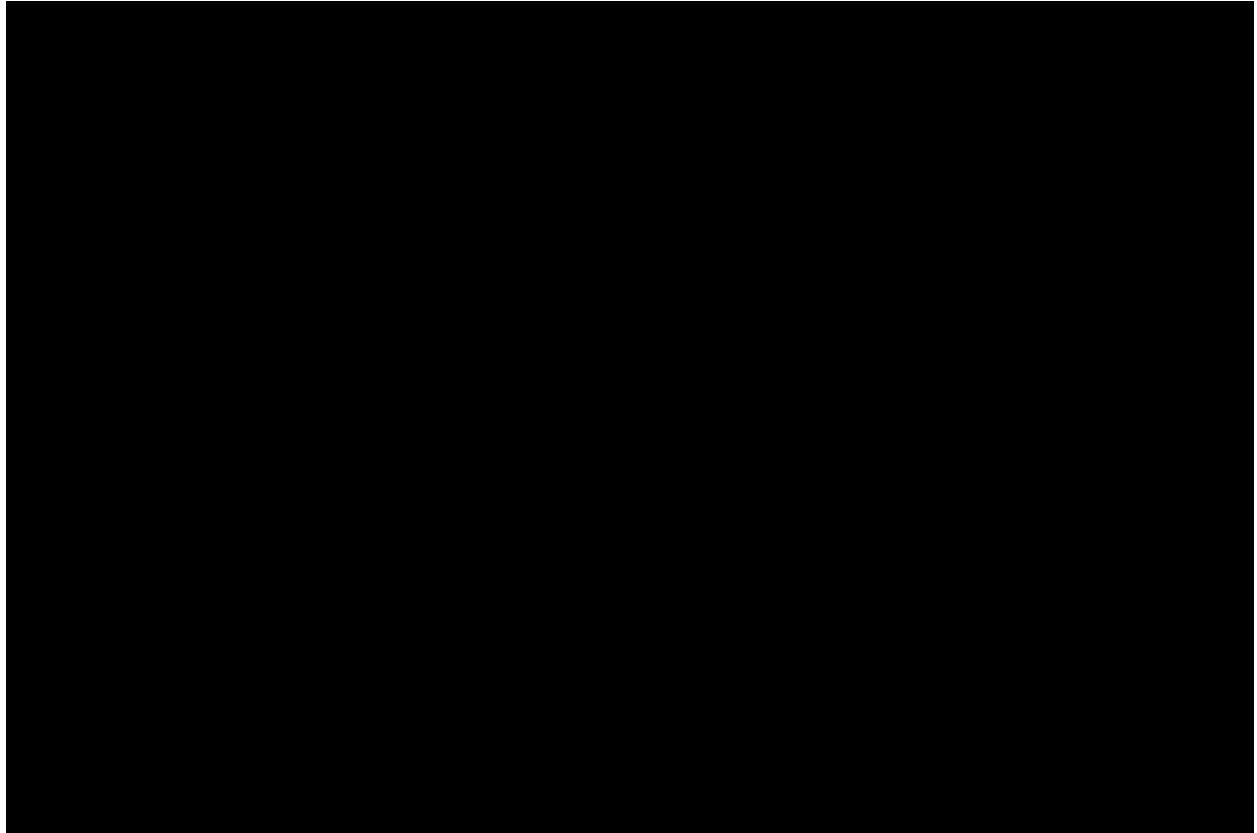
I agreed, limited in mental and physical realities, as a false closed loop mentally and as a constricted, resistant, grasping, hypertension ideologie formed in collaboration with the high pressure environment

[http://s3.amazonaws.com/academia.edu.documents/46685712/
The_Redefinition_of_Memes_Ascribing_Mean20160621-14049-hczv4c.pdf?,
=AKIAIWOWYYGZ2Y53UL3A&Expires=1490166204&Signature=NjDgrQ5bfbAPS66SCPoGrmu7fr0
%3D&response-content-disposition=inline%3B%20filename](http://s3.amazonaws.com/academia.edu.documents/46685712/The_Redefinition_of_Memes_Ascribing_Mean20160621-14049-hczv4c.pdf?_=AKIAIWOWYYGZ2Y53UL3A&Expires=1490166204&Signature=NjDgrQ5bfbAPS66SCPoGrmu7fr0%3D&response-content-disposition=inline%3B%20filename)

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%3DThe_Redefinition_of_Memes_Ascribing_Mean.pdf#page=68



Beyond politics poverty and war

Meeting the base needs

Discovering the true value of what we're losing

<https://www.thevenusproject.com/resource-based-economy/environment/circular-city/>

<https://collagelab.wordpress.com/2011/10/01/recycling-utopias-from-the-garden-city-to-the-venus-project/> (good thoughts)